SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

21

TIME TABLE

FOR THE

SALT LAKE DIVISION

To Take Effect Wednesday, June 1, 1921, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

Eastward

FROM SAN FRANCISCO—Sparks Sub-Division

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.			SECOND CLASS									FIRST CLASS								Distance from San Francisco		Time Table No. 21 June 1, 1921.	
			184	278	254	276	312	262				2	24	204	10	6	28	20	22				
			Susanville Local **Freight**	Fast Freight	Ogden Manifest Freight	Fast Freight	Local Freight	Fast Freight				Overland Limited	Tonopah Express	Fallon Motor	Express	Atlantic Express	Sparks Westwood Passenger	Pacific Limited	San Francisco Ogden Passenger				
			Lv. Sunday, Tuesday and Thursday	Leave Daily	Leave Daily	Leave Daily	Lv. Monday, Wednesday, Friday	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**	
Yard PFWYTO			8.00PM	4.10PM	10.45AM	8.00AM		12.05AM				9.55PM	7.25PM	4.00PM	12.35PM	8.50AM	8.45AM	4.55AM	**12.50AM**	246.2	DNR	**SPARKS** 2.9	Automatic Block
116 P			8.15	4.20	11.00	**8.15**		12.15				10.01	f 7.32 7.37	f 4.06	12.41	f 8.55	8.50	5.01	12.56	249.1		VISTA 3.3	
																				252.4		TOOMBS (Spur) 0.7	
115 P			8.30	4.30	11.18	8.25		12.25				10.07	7.43	f 4.13	12.47	f 9.02	8.56	5.07	1.02	253.1		HAFED 4.2	
115PW			**8.47**	4.42	11.33	8.35		12.37				10.13	7.50	f 4.20	12.53	f 9.10	9.02	5.13	**1.08**	257.3		DITHO 4.8	
117 P			9.00	4.55	11.45AM	8.45		**12.50**				**10.20**	f 7.58	f 4.27	1.00	f **9.19**	**9.09**	5.20	1.17	262.1	DN	CLARK 4.6	
115 P			9.15	5.07	12.10PM	**9.00**		12.58				10.26	f 8.05	f 4.35	1.07	f 9.28	9.15	5.26	1.24	266.7		THISBE 2.6	
24														f		f				269.3		DERBY 2.1	
104PW			9.30	5.20	12.30	9.10		1.06				10.33	**8.16**	f 4.43	1.14	f 9.35	9.21	5.33	1.33	271.4		GILPIN 4.7	
244PY			9.45PM	5.32	12.45	9.20		1.15				10.40	s 8.23	f 4.52	s 1.21	s 9.50	s 9.30AM	5.40	f 1.40	276.1	DN	**FERNLEY** 4.3	
115 P				**5.44**	**1.30**	9.30		1.25				10.47	8.30	f 4.59	**1.30**	f 10.00		5.47	**1.48**	280.4		ARGO 4.0	
118 P				5.55	1.45	9.40		**1.42**				10.53	8.37	f 5.05	1.37	f 10.08		**5.53**	1.57	284.4		PATNA 3.7	
161 P FWYT				6.05	2.05	9.55	7.00AM	**2.05**				11.00	s 8.45PM	s 5.15PM	s 1.50	s 10.25		s 6.00	s **2.05**	288.1	DNR	**HAZEN** 4.4	
114PW				6.17	**2.17**	10.05	7.20	2.18				11.06			1.58	f 10.35		6.08	2.13	292.5		MASSIE 4.9	
115 P				6.28	**2.38**	10.17	7.30	**2.35**				11.12			2.05	f 10.42		6.14	2.21	297.4		FALAIS 4.6	
104 P				6.40	**3.00**	10.30	7.40	2.48				11.18			2.12	f 10.49		6.20	**2.28**	302.0		UPSAL 4.8	
114 P				6.50	**3.19**	10.42	7.49	3.03				11.25			2.18	f 10.57		6.26	2.35	306.8		DESERT 4.9	
115PW				**7.03**	3.42	**11.05**	8.05	3.16				11.33			f 2.25	f **11.05**		6.32	2.42	311.7	DN	PARRAN 4.4	
116 P				7.15	4.15	11.18	8.15	**3.30**				11.39			2.32	f 11.13		6.38	2.48	316.1		HUXLEY 3.9	
116 P				7.25	**4.25**	11.28	8.25	3.40				11.44			2.37	f 11.20		6.43	2.53	320.0		OCALA 4.2	
115 P				7.38	4.45	11.38	8.40	3.48				11.50			2.43	f 11.27		6.49	**3.00**	324.2		MIRIAM 2.0	
																f				326.2		FANNING (Spur) 2.2	
119 P				7.48	4.58	11.48	8.53	3.57				11.56PM			2.49	f 11.34		6.55	3.06	328.4		TOY 3.4	
115 P				7.58	5.15	11.56AM	9.10	4.05				12.01AM			2.55	f 11.40		7.01	3.11	331.8		TOULON 4.6	
114 P				**8.10**	5.40	12.07PM	9.30	4.14				12.07			3.01	f 11.48		7.07	3.17	336.4		GRANITE POINT 4.1	
57PY				8.20	6.00	12.15	9.55	4.22				12.15			3.07	f 11.55AM		7.13	3.23	340.5		PERTH 3.8	
89PW				8.30	**6.14**	12.25	10.20 11.30	4.35				**12.22**			s 3.18	s 12.12PM		f **7.20**	f 3.30	344.3	DN	LOVELOCK 4.7	
58PW				8.42	6.30	12.35	11.50AM	4.45				12.30			**3.27**	f 12.20		7.27	3.37	349.0		KODAK 4.2	
162 P				8.52	7.05	12.47	12.05PM	4.55				12.37			3.35	f 12.28		7.34	3.43	353.2		WOOLSEY 4.6	
94PW				9.05	7.25	1.00	**12.40**	5.10				**12.45**			s 3.45	s **12.40**		7.42	f 3.50	357.8	DNR	**OREANA** 8.2	Double Track
138 P				9.25	**8.10**	**1.17**	**1.17**	5.26				12.59			4.00	f 12.58		8.00	**4.02**	366.0		RYE PATCH 6.6	
																f				372.6		VALERY (Spur) 4.4	
129PW				9.50	**9.10**	1.43	1.55	5.52				1.17			4.18	f 1.25		8.15	4.20	377.0		HUMBOLDT 7.1	
Yard PFWYT				10.10PM	**9.45PM**	2.00PM	**2.30PM**	6.05AM				s 1.30AM			s 4.30PM	¶ 1.40PM		s 8.25AM	s 4.30AM	384.1	DNR	**IMLAY**	
			Arrive Sunday, Tuesday, Thursday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday, Wednesday, Friday	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			137.9	
			(1.45)	(6.00)	(11.00)	(6.00)	(7.30)	(6.00)				(3.35)	(1.20)	(1.15)	(3.55)	(4.50)	(0.45)	(3.30)	(3.40)			...........Time over District...............	
			17.08	22.98	12.55	22.98	15.19	22.98				38.48	34.80	34.08	35.20	28.53	39.86	39.40	37.63			.... Average Speed per Hour...........	

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Oreana.

Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points east.

Westward trains taking siding at Gilpin will use south siding.

Eastward trains taking siding at Gilpin will use north siding.

Time Table No. 21

June 1, 1921.

			FIRST CLASS								THIRD CLASS		
		Distance from Imlay	1	203	5	23	27	19	21	9	183	253	311
			Overland Limited	Fallon Motor	Pacific Express	Tonopah Express	Westwood Sparks Passenger	Pacific Limited	Ogden-San Francisco Passenger	Fast Mail	Susanville Local	Ogden Manifest Freight	Local Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tuesday, Thursday, Saturday	Arrive Daily	Ar. Tuesday, Thursday, Saturday
DNR	**SPARKS** 2.9	138.1	s 4.00AM	s 10.00AM	s 6.45PM	s 7.40PM	s 7.45PM	s 9.15PM	s 11.00PM	s 2.43AM	2.00AM	8.40AM	
	VISTA 3.3	135.2	3.52	f 9.52	f 6.37	**7.32**	**7.37**	9.02	10.47	2.37	1.40	**8.15**	
	TOOMBS (Spur) 0.7	131.9											
	HAFED 4.2	131.2	3.47	f 9.42	f 6.30	7.23	7.29	8.55	10.38	2.32	1.25	7.55	
	DITHO 4.8	127.0	3.40	f 9.31	f 6.23	7.15	7.23	**8.47**	10.30	2.25	**1.08**	7.35	
DN	CLARK 4.6	122.2	2.33	f **9.19** **9.09**	f 6.15	7.07	7.14	8.38	**10.20**	2.17	**12.50**	7.15	
	THISBE 2.6	117.6	3.26	f **9.00**	f 6.07	6.58	7.07	8.27	10.08	2.10	12.40	7.00	
	DERBY 2.1	115.0		f	f								
	GILPIN 4.7	112.9	3.18	f 8.52	f 5.59	6.49	6.58	**8.16**	10.00	2.02	12.27	6.50	
DN	**FERNLEY** 4.3	108.2	3.12	s 8.42	s 5.52	s 6.40	6.50PM	8.05	9.50	1.55	12.15AM	6.40	
	ARGO 4.0	103.9	3.05	f 8.33	f **5.44**	6.30		7.57	9.42	**1.48**		6.28	
	PATNA 3.7	99.9	2.58	f 8.25	f 5.37	6.20		7.50	9.35	**1.42**		**5.53**	
DNR	**HAZEN** 4.4	96.2	2.52	8.15AM	s 5.30	6.10PM		s 7.42	s 9.27	1.37		5.25	1.25PM
	MASSIE 4.9	91.8	2.42		f 5.13			7.31	9.17	1.29		5.08	1.00
	FALAIS 4.6	86.9	**2.35**		f 5.05			7.24	9.09	1.23		4.55	12.40
	UPSAL 4.8	82.3	**2.28**		f 4.57			7.17	9.02	1.18		4.30	12.05PM
	DESERT 4.9	77.5	2.22		f 4.50			7.10	8.55	1.12		4.10	11.40AM
DN	PARRAN 4.4	72.6	2.15		f 4.41			**7.03**	8.48	1.06		3.48	11.05
	HUXLEY 3.9	68.2	2.08		f 4.32			6.56	8.41	1.00		**3.30**	10.45
	OCALA 4.2	64.3	2.03		f **4.25**			6.50	8.35	12.55		3.15	10.30
	MIRIAM 2.0	60.1	1.58		f 4.17			6.44	8.29	12.49		**3.00**	10.15
	FANNING (Spur) 2.2	58.1			f								
	TOY 3.4	55.9	1.52		f 4.08			6.38	8.23	12.44		2.40	9.50
	TOULON 4.6	52.5	1.47		f 4.02			6.33	8.18	12.39		2.25	9.30
	GRANITE POINT 4.1	47.9	1.40		f 3.52			6.26	**8.10**	12.33		2.03	9.15
	PERTH 3.8	43.8	1.34		f 3.44			6.20	8.03	12.28		1.45	9.05
DN	LOVELOCK 4.7	40.0	**1.27**		s 3.37			f **6.14**	s 7.55	**12.22**		**1.27**	**8.55** **7.15**
	KODAK 4.2	35.3	1.20		f **3.27**			6.07	7.43	12.16		1.12	7.00
	WOOLSEY 4.6	31.1	1.13		f 3.20			6.01	7.37	12.10		12.59	6.47
DN	**OREANA** 8.2	E.B. 26.3 W.B. 26.5	1.07		s 3.12			5.55	7.30	12.03AM		**12.45**	6.35
	RYE PATCH 6.8	18.1 18.3	12.53		f 2.55			5.42	7.15	11.50PM		12.20AM	6.05
	VALERY (No Siding) 4.4	11.5 11.5			f								
	HUMBOLDT 7.1	7.1 7.1	12.37		f 2.32			5.25	7.00	11.35		11.55PM	5.45
DNR	**IMLAY**	0.0 0.0	12.25AM		2.20PM			5.15PM	6.50PM	11.25PM		11.30PM	5.30AM
	138.1	137.9 138.1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday, Thursday, Saturday	Leave Daily	Leave Tuesday, Thursday, Saturday
	Time over District		(3.35)	(1.45)	(4.25)	(1.30)	(0.55)	(4.00)	(4.10)	(3.18)	(1.45)	(9.10)	(7.55)
	Average Speed per Hour		38.54	24.34	27.16	31.42	32.72	34.53	33.68	41.85	17.14	15.30	14.07

Automatic Block

Double Track

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Oreana.

Nos. 1 and 19 will stop at any station to discharge passengers from Cheyenne or points East.

No. 23 will stop at stations between Hazen and Sparks to discharge Passengers from points south of Hazen.

No. 27 will stop at stations between Fernley and Sparks to discharge Passengers from Susanville Sub-Division.

Westward trains taking siding at Gilpin will use south siding.

Eastward trains taking siding at Gilpin will use north siding.

Eastward.

FROM SAN FRANCISCO—Imlay Sub-Division—TOWARD SAN FRANCISCO

Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS					FIRST CLASS					Distance from San Francisco		Time Table No. 21 June 1, 1921.		Distance from Carlin	FIRST CLASS					THIRD CLASS	
	254	278	276	314	262	10	6	20	22	2						5	19	21	9	1	313	253
	Ogden Manifest Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Express	Atlantic Express	Pacific Limited	San Francisco Ogden Passenger	Overland Limited						Pacific Express	Pacific Limited	Ogden San Francisco Passenger	Fast Mail	Overland Limited	Local Freight	Ogden Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard PFWYT	10.30PM	4.00PM	8.00AM	5.55AM	12.05AM	4.40PM	**1.55PM**	8.30AM	4.35AM	1.35AM	384.1	Automatic Block	DNR **IMLAY** 4.6	Double Track	150.2	¶ 2.00PM	s 5.10PM	s 6.45PM	s 11.22PM	s 12.20AM	4.40PM	**10.45PM**
	10.50	4.12	8.15	6.10	12.17	f 4.48	s 2.03	8.36	4.43	1.42	388.7		MILL CITY 8.3		145.6	f 1.50	4.58	6.35	11.15	12.14	4.25	10.15
138 W	11.21	4.30	**8.46**	6.40	12.35	5.03	f 2.18	**8.46**	4.58	1.53	397.0		COSGRAVE 9.6		137.3	f 1.35	4.45	6.19	11.05	12.02AM	4.00	9.42
45 P	11.59PM	4.55	9.20	**7.10**	1.00	5.18	f 2.35	9.00	5.13	2.05	406.6		DNR **ROSE CREEK** 5.3		127.7	f 1.18	4.31	6.01	10.53	11.49PM	3.35	9.00
113 P	12.15AM	5.05	9.38	**7.25**	1.12	5.28	f 2.45	9.07	5.23	2.13	412.1		BENIN 5.2		122.4	f 1.10	4.23	5.53	10.46	11.40	3.20	8.45
200 PW	12.30	5.20	9.57	8.15	1.23	s **5.45**	s **3.00**	f 9.18	s 5.40	2.21	417.8		DN WINNEMUCCA 3.5		117.2	s 1.00	f 4.15	s **5.45**	f 10.39	11.32	**3.00**	8.30
							f				420.8		WESO (No Siding) 2.5		113.7	f						
114	1.00	**5.35**	10.15	8.30	1.35	5.54	f 3.10	9.25	5.50	2.29	423.8		TULE 5.6		111.2	f 12.48	4.07	**5.35**	10.31	11.23	1.50	8.15
57	1.25	5.47	10.35	8.43	1.48	6.02	f 3.20	9.33	5.59	2.38	428.9		EGLON 5.1		105.6	f 12.40	4.00	5.27	10.24	11.15	1.30	8.00
100 W	**2.00**	5.57	10.53	9.15	**2.00**	s 6.12	s 3.33	9.40	f 6.06	2.45	434.0		DN GOLCONDA 5.3		100.5	s 12.33	3.53	f 5.19	10.17	11.08	1.15	7.40
115 P	2.25	6.07	11.10	9.30	2.12	6.21	f **3.44**	9.47	6.15	2.53	439.3		PREBLE 4.2		95.2	f 12.23	**3.44**	5.11	10.10	11.01	12.49	7.23
116	2.43	6.15	11.25	**9.53**	2.22	6.27	f 3.50	**9.53**	6.21	2.59	443.5		COMUS 4.6		91.0	f **12.15**	3.38	5.05	10.05	10.55	**12.15PM**	7.10
116 P	**3.07**	**6.35**	**11.40**	10.05	2.33	**6.35**	f 3.57	9.59	6.29	**3.07**	448.1		IRON POINT 4.6		86.4	f 12.08PM	3.32	4.59	9.59	10.48	**11.40AM**	**6.35**
115	3.27	6.50	**11.58AM**	10.15	2.44	6.42	f 4.05	10.05	6.36	3.13	452.7		HERRIN 4.7		81.8	f **11.58AM**	3.26	4.53	9.53	10.42	11.20	6.22
115	3.40	7.03	12.13PM	10.25	2.55	6.50	f 4.13	10.11	6.44	3.19	457.4		STONE HOUSE 3.9		77.1	f 11.48	3.20	4.46	9.47	10.35	11.00	6.10
82 FW	4.08	7.15	12.25	**10.40**	3.05	6.56	f 4.20	10.16	6.49	3.25	461.8		DN VALMY 5.0		73.2	f 11.41	3.15	4.41	9.39	10.28	**10.40**	6.00
102	4.30	7.27	12.42	10.50	3.15	7.05	f **4.32**	**10.23**	6.56	3.32	466.8		MOTE 4.6		68.2	f 11.32	3.08	**4.32**	9.33	10.19	**10.23**	5.40
83	4.52	7.40	12.55	11.00	3.25	7.11	f 4.39	10.29	7.02	3.38	470.9		PIUTE 4.9		63.6	f 11.23	3.02	4.23	9.27	10.13	10.08	5.21
82 WP	5.15	7.53	1.12	**11.15**	**3.45**	s 7.22	s **4.55**	f 10.40	s 7.10	**3.45**	475.8		DN **BATTLE MOUNTAIN** 6.2		58.7	s **11.15**	f 2.55	s 4.15	s 9.21	10.05	9.50	**4.55**
82	5.45	8.10	1.31	11.39	4.07	7.33	f 5.05	10.48	7.20	3.55	482.0		ROSNY 5.7		52.5	f 11.04	2.47	4.03	9.13	9.56	9.10	4.25
75	6.10	8.23	1.50	11.55AM	4.24	7.43	f 5.13	**10.55**	7.29	4.04	487.7		ARGENTA 5.2		46.8	f **10.55**	2.39	3.55	9.06	9.47	8.40	4.00
110	6.35	8.37	2.05	12.10PM	4.38	7.53	f 5.21	11.05	7.37	4.12	492.9		MOSEL 5.6		41.6	f 10.43	2.31	**3.47**	8.59	9.39	8.15	**3.47**
115	7.00	**8.52**	**2.23**	12.25	4.55	8.05	f 5.28	11.13	**7.45**	4.20	498.5		SHOSHONE 5.2		36.0	f 10.30	**2.23**	3.39	8.52	9.31	**7.45**	3.12
115	**7.23**	9.05	**2.40**	12.45	5.10	8.15	f 5.36	11.20	7.53	4.28	503.7		LADOGA 4.5		30.8	f 10.20	2.16	3.31	8.45	9.23	**7.23**	**2.40**
109 W	7.45	**9.17**	3.00	1.10	5.22	f 8.22	s 5.47	11.28	f 8.00	4.35	508.2		DN BEOWAWE 4.5		26.3	s 10.10	**2.09**	f 3.23	8.39	**9.17**	7.05	**2.09**
116	**8.08**	9.29	**3.16**	**1.35**	5.35	**8.33**	f 5.57	11.34	**8.08**	4.43	512.7		CLURO 4.3		21.8	f 10.01	2.02	**3.16**	**8.33**	9.10	6.35	**1.35**
117	8.27	9.41	3.30	**1.55**	5.48	8.45	f 6.05	11.40	8.14	4.50	517.0		HARNEY 3.3		17.5	f 9.53	**1.55**	3.10	8.27	9.03	6.20	1.25
							f				520.8		BARTH (Spur) 1.3		14.2	f						
115	8.45	9.54	3.45	2.08	**6.00**	**8.58**	f 6.13	11.46	8.22	4.57	521.6		GERALD 3.6		12.9	f 9.43	1.49	3.04	8.21	**8.58**	**6.00**	1.15
I											525.2		E. N. Crossing 0.3		9.3							
I											525.5		E. N. Crossing 0.2		9.0							
117 W	9.00	10.05	4.00	2.30	6.12	s 9.07	s 6.25	11.53AM	f 8.30	5.05	525.7		DN **PALISADE** 5.5		8.8	s 9.35	1.41	f 2.56	8.15	8.50	5.47	12.55
58	**9.23**	10.20	4.20	**2.46**	6.27	9.18	f 6.40	12.03PM	8.40	5.14	531.2		TYROL 3.3		3.3	f **9.23**	1.31	**2.46**	8.06	8.42	5.30	12.26
Yard PFWT	9.50AM	10.30PM	4.30PM	3.15PM	6.35AM	s 9.25PM	¶ 6.50PM	s **12.10PM**	s 8.50AM	s **5.20AM**	534.5		DNR **CARLIN**		0.0	9.15AM	1.25PM	2.40PM	8.00PM	8.35PM	**5.20AM**	**12.10PM**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(150.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(11.20)	(6.30)	(8.30)	(9.20)	(6.30)	(4.45)	(4.55)	(3.40)	(4.15)	(3.45)			Time over District			(4.45)	(3.45)	(4.05)	(3.22)	(3.45)	(11.20)	(10.35)
	13.25	23.11	17.67	16.09	22.81	31.62	30.55	40.96	35.34	40.05			Average speed per hour			32.77	40.05	36.78	44.61	40.05	13.06	14.17

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Rose Creek.

Time of Eastward Trains at Battle Mountain applies at East Switch of North Siding.

Nos. 1 and 19 will stop at any station to discharge passengers from Cheyenne or points east.

Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points east.

Eastward.

FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO

Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS					FIRST CLASS					Distance from San Francisco			Time Table No. 21 June 1, 1921.	Distance from Montello	FIRST CLASS					THIRD CLASS	
	278	254	276	316	262	10	6	20	22	2						5	19	21	9	1	253	315
	Fast Freight	Ogden Manifest Freight	Fast Freight	Local Freight	Fast Freight	Express	Atlantic Express	Pacific Limited	San Francisco Ogden Passenger	Overland Limited						Pacific Express	Pacific Limited	Ogden San Francisco Passenger	Fast Mail	Overland Limited	Ogden Manifest Freight	Local Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.
Yard PFWT	4.05PM	11.10AM	8.05AM	7.00AM	12.05AM	9.35PM	7.10PM	12.20PM	9.00AM	5.25AM	534.5		DNR	**CARLIN** 3.0	127.4	s 8.55AM	s 1.20PM	s 2.35PM	s 7.55PM	s 8.30PM	11.05AM	3.30PM
58	4.12	11.25	8.13	7.10	12.12	9.45	f 7.20	12.26	9.07	5.30	537.5			VIVIAN 2.8	124.4	f 8.46	1.07	2.29	7.50	8.25	10.55	3.15
114	4.20	11.35	8.20	7.17	12.23	9.58	f 7.28	12.32	9.20	5.35	540.3			TONKA 4.2	121.6	f 8.40	1.02	2.23	7.46	8.21	10.45	3.05
115	4.32	11.50AM	8.33	7.26	12.33	10.06	f 7.40	12.39	9.26	5.42	544.5			MOLEEN 5.8	117.4	f 8.33	12.55	2.16	7.40	8.16	10.30	2.47
58	4.47	12.05PM	8.48	7.40	12.47	10.16	f 7.48	12.47	9.33	5.52	550.3			AVENEL 5.7	111.6	f 8.22	12.47	2.08	7.32	8.08	10.10	2.25
102 WP	5.05	12.37	9.05	8.12	1.05	s 10.30	s 8.00	f 1.02	s 9.45	6.03	556.0		DN	ELKO 4.5	105.9	s 8.12	f 12.37	s 2.00	7.25	8.00	9.45	2.00
58	5.15	12.55	9.20	8.45	1.18	10.40	f 8.12	1.11	9.54	6.11	560.5			COIN 4.3	101.4	f 8.00	12.28	1.53	7.18	7.53	9.20	1.40
85	5.25	1.19	9.30	9.00	1.30	10.47	f 8.19	1.19	10.00	6.18	564.8			OSINO 3.0	97.1	f 7.53	12.22	1.47	7.13	7.47	9.00	1.19
116	5.35	1.42	9.40	9.20	1.40	10.52	f 8.25	1.24	10.05	6.23	567.8			RYNDON 5.6	94.1	f 7.43	12.18	1.42	7.08	7.42	8.30	1.05
59 W	5.50	2.15	9.50	9.50	1.55	11.01	f 8.35	1.34	10.15	6.33	573.4			ELBURZ 3.3	88.5	f 7.31	12.10	1.34	6.58	7.33	8.00	12.48
112	6.00	2.35	10.00	10.21	2.05	f 11.07	s 8.43	1.40	f 10.21	6.39	576.7		D	HALLECK 4.5	85.2	f 7.25	12.05PM	f 1.28	6.53	7.28	7.40	12.35
58	6.10	2.50	10.12	10.35	2.17	11.15	f 8.51	1.46	10.28	6.46	581.2			RASID 4.1	80.7	f 7.17	11.59AM	1.22	6.47	7.22	7.28	12.20
58	6.20	3.05	10.34	10.45	2.28	11.22	f 8.59	1.51	10.34	6.52	585.3			NATCHEZ 4.3	76.6	f 7.10	11.54	1.16	6.42	7.17	7.15	12.05PM
120 W	6.37	3.30	10.50	11.10	2.40	f 11.30	s 9.08	1.57	f 10.42	6.58	589.6		DN	DEETH 4.8	72.3	s 6.58	11.48	f 1.10	6.37	7.11	6.58	11.48AM
66	6.46	3.55	11.17	11.42AM	2.54	11.38	f 9.15	2.04	10.50	7.05	594.4			NARDI 4.7	67.5	f 6.49	11.42	1.04	6.31	7.05	6.25	11.17
164 P	6.59	4.15	11.36	12.05PM	3.07	11.46	f 9.22	2.10	10.58	7.11	599.1			**TULASCO** 4.5	62.8	f 6.43	11.36	12.58	6.25	6.59	6.10	10.58
60	7.15	4.40	11.50AM	12.19	3.18	11.53PM	f 9.27	2.16	11.06	7.17	603.6	Automatic Block		ALAZON 3.9	58.3	f 6.37	11.30	12.52	6.20	6.53	6.00	10.40
200 PFWY	7.35	5.10	12.10PM	12.46	3.40	s 12.05AM	s 9.44	s 2.27	s 11.22	7.28	607.5		DNR	**WELLS** 3.6	54.4	s 6.30	s 11.22	s 12.46	6.14	6.47	5.45	10.30
60	7.55	5.40	12.37	1.05	4.00	12.17	f 9.54	2.35	11.30	7.35	611.1			KAW 2.3	50.8	f 6.19	11.16	12.37	6.07	6.39	5.25	10.00
66	8.05	6.02	12.52	1.15	4.10	12.25	f 10.02	2.40	11.38	7.40	613.4			CEDAR 3.0	48.5	f 6.13	11.11	12.32	6.02	6.35	5.15	9.50
125 PY	8.25	6.30	1.10	1.35	4.30	12.34	f 10.12	2.48	11.47	7.50	616.4		DN	MOOR 3.7	45.5	f 6.07	11.05	12.26	5.57	6.30	5.05	9.34
115 W	8.37	6.45	1.20	1.45	4.45	12.40	f 10.19	2.53	11.54AM	7.56	620.1			ANTHONY 4.0	41.8	f 6.00	10.58	12.21	5.51	6.25	4.45	9.15
115	8.52	6.55	1.30	1.55	4.55	12.46	f 10.27	2.59	12.01PM	8.03	624.1			HOLBORN 3.4	37.8	f 5.54	10.53	12.15	5.45	6.19	4.40	8.55
116	9.02	7.05	1.40	2.05	5.05	12.51	f 10.35	3.04	12.09	8.09	627.5			FENELON 4.3	34.4	f 5.48	10.48	12.09	5.40	6.13	4.30	8.35
115	9.12	7.23	1.50	2.15	5.16	12.58	f 10.45	3.11	12.17	8.16	631.8			PEQUOP 5.0	30.1	f 5.41	10.42	12.02PM	5.34	6.07	4.15	8.16
115	9.22	7.50	2.00	2.25	5.33	1.06	f 10.55	3.18	12.25	8.24	636.8			ICARUS 3.8	25.1	f 5.33	10.35	11.54AM	5.27	5.59	3.55	7.50
116 PWY	9.35	8.14	2.15	2.35	5.45	1.11	f 11.05	3.23	12.30	8.30	640.6			VALLEY PASS 4.2	21.3	f 5.27	10.28	11.48	5.21	5.53	3.35	7.30
150 W	9.50	8.40	2.30	3.00	6.00	s 1.21	s 11.20	3.30	s 12.38	8.37	644.8		DN	**COBRE** 1.6	17.1	s 5.20	10.20	s 11.40	5.14	5.47	3.15	7.15
113	9.55	8.47	2.35	3.07	6.05	1.24	f 11.30	3.33	12.41	8.40	646.4			OMAR 3.4	15.5	f 5.09	10.16	11.31	5.11	5.44	3.05	6.59
115 W	10.05	9.10	2.45	3.20	6.15	1.30	f 11.37	3.39	12.46	8.46	649.8			LORAY 3.1	12.1	f 5.02	10.09	11.24	5.03	5.35	2.50	6.40
58	10.23	9.25	3.00	3.32	6.25	1.36	f 11.43	3.44	12.51	8.51	652.9			TIOGA 2.4	9.0	f 4.56	10.02	11.17	4.57	5.27	2.25	6.25
118	10.30	9.35	3.07	3.39	6.33	1.41	f 11.48	3.47	12.54	8.54	655.3			ULLIN 2.1	6.6	f 4.51	9.57	11.12	4.52	5.22	2.05	6.10
58	10.37	9.45	3.14	3.51	6.40	1.46	f 11.53	3.51	12.57	8.57	657.4			NOBLE 2.2	4.5	f 4.46	9.52	11.06	4.48	5.17	1.46	5.55
88	10.45	9.55	3.21	4.15	6.47	1.52	f 11.59PM	3.55	1.00	9.00	659.6			BANVARD 2.3	2.3	f 4.41	9.46	11.01	4.43	5.12	1.30	5.45
Yard F WY	10.55PM	10.10PM	3.30PM	4.30PM	6.55AM	s 2.00AM	s 12.05AM	s 4.00PM	s 1.05PM	s 9.05AM	661.9		DNR	**MONTELLO**	0.0	4.35AM	9.40AM	10.55AM	4.38PM	5.07PM	1.15AM	5.30AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.
	(6.50)	(11.00)	(7.25)	(9.30)	(6.50)	(4.25)	(4.55)	(3.40)	(4.10)	(3.40)				……Time over District……		(4.20)	(3.40)	(3.40)	(3.17)	(3.23)	(9.50)	(10.00)
	18.69	11.58	17.20	13.41	18.69	28.84	25.91	34.74	30.57	34.74				……Average Speed per Hour……		29.40	34.74	34.74	38.80	37.47	11.26	12.74

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Montello.

Nos. 1 and 19 will stop at any station to discharge passengers from Cheyenne or points East.

Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points East.

Eastward. FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS						FIRST CLASS					Distance from San Francisco	Time Table No. 21 June 1, 1921.	Distance from Ogden		FIRST CLASS					THIRD CLASS		
	254	278	182	276	318	262	20	22	2	10	6					19	21	9	1	5	317	181	253
	Ogden Manifest Freight	Fast Freight	Mixed	Fast Freight	Local Freight	Fast Freight	Pacific Limited	San Francisco Ogden Passenger	Overland Limited	Express	Atlantic Express					Pacific Limited	Ogden San Francisco Passenger	Fast Mail	Overland Limited	Pacific Express	Local Freight	Mixed	Ogden Manifest Freight
	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	EB	WB	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Mon. Wed., Fri.	Arrive Daily
Yard PFWY	11.00PM	4.25PM	9.15AM	8.30AM	5.30AM	12.25AM	4.05PM	1.10PM	9.10AM	2.10AM	12.15AM	661.9	DNR **MONTELLO** 6.9 | 6.9 Double Track	120.4	121.3	s 9.35AM	s 10.50AM	s 4.35PM	s 5.02PM	s 4.25AM	4.50PM	s 5.30PM	12.15AM
127	11.23	4.40	f 9.26	8.44	6.00	12.40	4.15	f 1.20	9.20	f 2.23	f 12.28	668.8	D TECOMA | TECOMA 5.5 | 2.3	113.5	114.4	9.25	f 10.40	**4.25**	4.52	f 4.10	**4.25**	f 5.08	11.55PM
133							4.24	1.28	9.28	2.37	f 12.42	674.3	GARTNEY (Spur) | GROUSE 5.5 | 9.6	108.0	112.1	9.20	10.35	4.22	4.47	f 4.03	4.00	5.01	11.45
124 PWY	11.59PM	5.15	s 10.00AM	9.17	6.45	1.15	4.32	f 1.37	9.36	f 2.48	f 12.57	679.8	DNR **LUCIN** 4.7	102.5		9.03	f 10.18	4.07	4.30	f 3.45	3.30	4.35PM	10.55
117 P	12.25AM	5.25		9.25	7.15	1.25	4.38	1.43	9.41	2.54	f 1.05	684.5	PIGEON 4.3	97.8		8.54	10.10	4.01	4.24	f 3.32	3.00		10.25
115 P	12.50	5.35		9.33	7.30	1.35	4.44	1.48	9.47	3.00	f 1.15	688.8	TECK 4.4	93.5		8.48	10.03	3.55	4.17	f 3.20	2.40		10.10
116 P	**1.25**	5.45		**9.53**	7.45	1.45	4.50	1.54	**9.53**	**3.08**	f **1.25**	693.2	JACKSON 4.4	89.1		8.42	**9.53**	3.49	4.10	f **3.08**	2.25		9.50
116 P	**1.55**	5.55		10.05	8.00	**1.55**	4.56	**2.00**	10.00	3.15	f 1.35	697.6	BEPPO 4.5	84.7		8.36	9.46	3.43	4.03	f 3.00	**2.00**		9.35
114 PW	2.15	6.10		10.15	**8.30**	2.08	5.05	2.07	10.08	f 3.22	f 1.47	702.1	DN LEMAY 4.3	80.2		**8.30**	9.40	3.37	3.56	f 2.50	1.45		9.15
115 P	**2.40**	6.22		10.25	8.45	2.17	5.14	2.15	10.16	3.35	f 1.57	706.4	NEWFOUNDLAND 4.7	75.9		8.22	9.33	3.30	3.46	f **2.40**	1.30		8.50
116 P	2.55	6.33		10.35	9.05	**2.30**	5.21	2.22	10.24	3.45	f 2.08	711.1	GROOME 5.2	71.2		8.16	9.27	3.24	3.39	f **2.30**	1.10		8.35
117 P	3.13	6.46		10.45	**9.20**	2.42	5.29	2.29	10.32	3.53	f **2.20**	716.3	ALLEN 4.4	66.0		8.09	**9.20**	3.17	3.31	f **2.20**	12.50		8.15
116 PY	3.40	6.58		10.55	9.40	2.53	5.36	2.36	10.39	4.01	f 2.30	720.7	HOGUP 4.6	61.6		8.03	9.14	3.12	3.24	f 2.10	12.30		7.55
116 P	**4.10**	7.09		11.04	9.55	3.03	5.43	2.42	10.47	**4.10**	f 2.40	725.3	OLNEY 4.7 Automatic Block	57.0		7.57	9.08	3.06	3.17	f 2.02	12.15PM		7.37
115 PW	4.50	**7.20**		11.20	10.10	3.14	5.52	2.48	10.55	4.16	f 2.50	730.0	STRONGKNOB 4.6	52.3		7.51	9.02	3.00	3.10	f 1.53	11.59AM		**7.20**
57 PF	5.15	7.30		11.30	10.35	3.25	6.05	f **2.54**	11.05	f 4.30	f 3.00	734.6	DN **LAKESIDE** 4.7 Double Track	47.7		7.45	f 8.55	**2.54**	3.03	f 1.45	11.40		7.00
												739.3	RAMBO (Spur) 1.8	43.0									
P	5.50	7.52		11.51AM	10.55	3.47	**6.20**	3.16	11.20	4.46	3.18	741.1	**ENGLE** 3.7	41.2		7.32	8.42	2.41	2.50	1.32	10.55		**6.20**
115 P	6.15	8.11		12.10PM	**11.34AM**	4.07	6.34	f 3.30	**11.34**	5.01	f 3.33	744.8	DN MIDLAKE 5.3	37.5		7.20	f 8.30	2.29	2.38	f 1.20	10.35		5.55
115 P	**7.04**	8.40		12.37	12.01PM	4.34	6.52	3.47	11.51AM	5.20	f 3.49	750.1	COLIN 5.1	32.2		**7.04**	8.14	2.13	2.22	f 1.02	10.00		5.24
109 P	7.32	8.55		12.52	12.15	4.51	7.04	4.02	12.02PM	5.31	f 4.03	755.2	SALINE 3.3	27.1		6.53	8.02	2.02	2.11	f 12.48	9.30		5.07
126 PW	**7.58**	9.05		1.00	12.30	5.02	7.10	f 4.09	12.08	f 5.38	f 4.10	758.5	DN PROMONTORY PT. 5.2	23.8		6.48	f **7.58**	1.57	2.06	f 12.43	9.15		4.55
116 P	**8.30**	9.20		1.17	12.47	5.20	7.22	**4.21**	12.20	5.49	f 4.22	763.7	BAGLEY 4.8	18.6		6.37	7.47	1.46	1.55	f 12.30	**8.30**		**4.21**
116 P	8.45	9.35		**1.31** **1.46**	1.00	5.36	7.32	4.33	12.29	5.59	f 4.34	768.5	LITTLE MOUNTAIN 4.0	13.8		6.27	7.37	**1.36**	**1.46**	f 12.20	8.10		4.00
148 P	8.55	9.45		1.55	**1.25** **1.40**	5.50	7.39	4.40	12.39	6.10	f 4.43	772.5	REESE 2.4	9.8		6.21	7.31	**1.30**	**1.40**	f 12.12	7.50		3.40
												774.9	CARVER (Spur) 0.6	7.4									
P	9.02	9.55		2.05	1.50	6.00	7.46	4.47	12.45	**6.16**	4.50	775.5	**WEBER JUNCTION** 0.8 Double Track	6.8		**6.16**	7.25	1.25	1.35	12.05	7.35		3.30
141 P	9.05	10.00		2.10	2.00	6.05	7.50	4.51	12.48	f 6.20	f 4.52	776.3	D WEST WEBER 3.4	6.0		6.13	7.22	1.22	1.32	f 12.01AM	7.30		3.25
												779.7	MARRIOTT (Spur) 1.8	2.6									
P							8.00	5.02	1.00	6.32	5.00	781.5	**CECIL JUNCTION** D. & R. G. Crossing 0.8	0.8		6.05	7.15	1.15	1.25	11.50PM			
Yard POFWT	9.30AM	10.15PM		2.30PM	2.20PM	6.25AM	s 8.05PM	s 5.10PM	s 1.05PM	s 6.40AM	s 5.10AM	782.3	DNR **OGDEN**	0.0		6.00AM	7.10AM	1.10PM	1.20PM	11.45PM	7.00AM		3.00PM
	Arrive Daily	Arrive Daily	Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily
	(10.30) 11.46	(5.50) 20.37	(0.45) 23.68	(6.00) 20.93	(8.50) 13.63	(6.00) 20.06	(4.00) 30.00	(4.00) 30.04	(3.55) 30.74	(4.30) 26.75	(4.55) 24.48		……Time over District…… ……Average speed per hour……			(3.35) 33.85	(3.40) 30.26	(3.25) 35.23	(3.42) 32.78	(4.40) 25.90	(9.50) 12.24	(0.55) 20.50	(9.15) 13.01

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Lucin.

Nos. 1 and 19 will stop at any station to discharge passengers from Cheyenne or points east.

Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points east.

Eastward. FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 182 Mixed Leave Tuesday Thurs., Sat.	Distance from San Francisco		Time Table No. 21 June 1, 1921. STATIONS	Distance from Ogden	SECOND CLASS 181 Mixed Arrive Mon., Wed. & Fri.
124	YWP	10.05AM	679.4	DNR	**LUCIN** 12.5	146.9	s 4.20PM
56		f 10.43	691.6		BOVINE 8.2	134.4	f 3.40
15	P	f 11.08	699.8		WATERCRESS 2.3	126.2	f 3.15
126			702.1		TERRACE 10.7	123.9	
38	Y	f 11.48AM	712.8		MATLIN 9.8	113.2	f 2.35
43	Y	f 12.18PM	722.6		OMBEY 4.7	103.4	f 2.05
51		f 12.33	727.3		PEPLIN 6.8	98.7	f 1.45
106	FPYW	s 1.20	734.1	DR	**KELTON** 9.8	91.9	s 1.20
			743.9		NELLA (Spur) 4.7	82.1	
48		f 2.02	748.6		MONUMENT 2.9	77.4	f 12.13
	P	f 2.12	751.6	D	KOSMO (Spur) 4.1	74.4	f 12.05PM
49		f 2.25	755.6		LAKE 9.4	70.4	f 11.55AM
49	W	s 2.50	765.0		ROZEL 7.9	61.0	s 11.30
117	P	s 3.10	772.9		PROMONTORY 5.9	53.1	s 11.10
48		f 3.35	778.8		SURBON 3.2	47.2	f 10.48
49	P	f 3.55	782.0	D	LAMPO 2.4	44.0	f 10.35
93	W	f 4.15	784.1		BLUE CREEK 4.0	41.6	f 10.25
48		f	788.4		CONNOR 5.4	37.6	f
49		f	793.8		BALFOUR 2.7	32.2	f
17		f	796.5		DATHOL 1.6	29.5	
			798.1		STOKES (Spur) 3.2	27.9	
61	P	s 5.25PM	801.3	DR	**CORINNE** 1.6	24.7	9.40AM
			802.9		CORINNE JCT. 6.1	23.1	
			809.0		ENDA 7.2	17.0	
			816.2		BONNEVILLE 9.0	9.8	
			825.2		CECIL JCT. 0.8	0.8	
	POFWT		826.0	DNR	**OGDEN**	0.0	
		Arrive Tuesday, Thurs., Sat.			(146.9)		Leave Mon., Wed. & Fri.
		(7.20)			Time Over District		(6.40)
		16.61			Average speed per hour		19.36

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO

Eastward Tecoma Spur Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	Distance from Tecoma		Time Table No. 21 June 1, 1921. STATIONS	Distance from End of Track
127	0.0	D	**TECOMA** 4.2	4.3
	4.2		COPPER CO.'S TIPPLE 0.1	0.1
	4.3		**TUTTLE**	0.0
			(4.3)	

FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO

Eastward Tulasco Branch Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 188 Local Freight Leave Thurs.	Distance from San Francisco		Time Table No. 21 June 1, 1921. STATIONS	Distance from Metropolis	SECOND CLASS 187 Local Freight Arrive Thurs.
27	Y	11.45AM	607.1	R	**METROPOLIS** 8.0	0.0	11.30AM
164		12.01PM	599.1	R	**TULASCO**	8.0	11.15AM
		Arrive Thurs.			(8.0)		Leave Thurs.
		(0.16)			Time over District		(0.15)
		30.00			Average Speed per hour		32.00

Westward Trains are Superior to Trains of the same class in the Opposite Direction.

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Nevada & California Branch — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 194 Local Freight	SECOND CLASS 190 Mixed	FIRST CLASS 24 Tonopah Express	Distance from San Francisco		Time Table No. 21 June 1, 1921. STATIONS	Distance from Mina	FIRST CLASS 23 Tonopah Express	THIRD CLASS 189 Mixed	THIRD CLASS 193 Local Freight
	Leave Monday, Wed. and Fri.	Lv. Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Tuesday, Thurs. and Sat.
TYWFP 161	8.00AM		9.00PM	288.1	DNR	**HAZEN** 4.8	128.9	s 6.00PM		3.15PM
105	8.20		f 9.14	292.9		BANGO 2.3	124.1	f 5.47		2.40
			f 9.20	295.2		LAHONTAN (Spur) 1.0	121.8	f 5.42		
				296.2		LAMAR (Spur) 1.7	120.8			
51	8.45		f 9.25	297.9		RUGBY 4.6	119.1	f 5.36		2.20
103	9.05		f 9.35	302.5		HAWES 4.5	114.5	f 5.25		2.05
51 W	9.17		f 9.45	307.0		APPIAN 5.5	110.0	f 5.13		1.40
51	9.37		f 9.55	312.5		PAWNEE 1.3	104.5	f 5.00		1.10
20				313.8		WEEKS 2.6	103.2			
P71 FY	9.55	12.40PM	s 10.05	316.4	DR	**CHURCHILL** 11.4	100.6	s 4.50	s 3.00PM	12.40
				327.8		N. C. B. CROSSING 0.2	89.2			
129 PYW	10.35	s 1.05PM	s 10.35	328.0	DR	**WABUSKA** 3.9	89.0	s 4.25	2.35PM	12.05PM
				331.9		LUX (Spur) 2.7	85.1			
31	10.55		f 10.48	334.6		MOQUIST 9.1	82.4	f 4.05		10.55AM
33 P	11.20		f 11.05	343.7		RIO VISTA 4.0	73.3	f 3.43		10.33
38	11.45AM		f 11.13	347.7		RESERVATION 1.6	69.3	f 3.35		10.20
				349.3		ZAIS (Spur) 4.9	67.7			
63 W	12.30PM		s 11.25	354.2	D	SCHURZ 7.2	62.8	s 3.17		10.00
45	12.55		f 11.40	361.4		STUCKEY 5.9	55.6	f 3.00		9.25
31 P	1.32		f 11.51PM	367.3		GILLIS 2.0	49.7	f 2.47		9.10
P			s	369.3		NOLAN (Spur) 7.3	47.7	s		
40 P	2.25		f 12.10AM	376.6		MAGNUS 2.2	40.4	f 2.25		8.45
				378.8		**WALKER** (Spur) 5.6	38.2			
87	3.00		s 12.32	384.4	D	THORNE 5.0	32.6	s 2.10		8.25
52	3.25		f 12.45	389.4		DOVER 4.6	27.6	f 2.00		8.05
42	3.45		f 12.57	394.0		KINKEAD 3.6	23.0	f 1.51		7.50
W			f	397.6		ACME TANK (No Siding) 3.5	19.4	f		
38 P	4.17		f 1.16	401.1		ACME 7.1	15.9	f 1.35		7.25
32	4.50		s 1.35	408.2	D	LUNING 8.8	8.8	s 1.23		7.00
Yard PFOWY	5.30PM		s 2.00AM	417.0	DNR	**MINA**	0.0	1.05PM		6.30AM
	Arrive Monday Wed. and Fri.	Ar. Daily	Arrive Daily			(128.9)		Leave Daily	Leave Daily	Leave Tuesday, Thurs. and Sat.
	(9.30) 13.57	(0.25) 27.84	(5.00) 25.39			………… Time over District ………… ………… Average Speed per Hour …………		(4.55) 26.21	(0.25) 27.84	(8.45) 15.25

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Nevada & California Branch (Narrow Gauge) — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS 196 Mixed	SECOND CLASS 192 Mixed	FIRST CLASS 24 T. & G. Tonopah Express	Distance from San Francisco		Time Table No. 21 June 1, 1921. STATIONS	Distance from Keeler	FIRST CLASS 23 T. & G. Tonopah Express	SECOND CLASS 191 Mixed	SECOND CLASS 195 Mixed
	Leave Daily	Lv. Mon., Wed., Fri.	Leave Daily					Arrive Daily	Arrive Tues., Thur., Sat.	Arrive Daily
Yard PFOWY		7.30AM	2.40AM	417.0	DNR	**MINA** 3.5	159.5	s 12.45PM	s 6.15PM	
		f 7.40	f 2.55	420.5		SODAVILLE (Spur) 4.5	156.0	f 12.30	f 6.03	
		f	f	425.0		RHODES (Spur) 1.0	151.5	f	f	
		s 8.00	s 3.10AM	426.0	DR	**TONOPAH JCT.** 6.4 Joint Track Three Rails	150.5	12.15PM	s 5.45	
28 PW		f 8.35		432.4		BELLEVILLE 3.0	144.1		f 5.05	
Y		f 8.45		435.4		**FILBEN** 3.3	141.1		f 4.50	
		f		438.7		LITTLE SUMMIT (Spur) 6.1	137.8		f	
				444.8		RAYDEL (Spur) 5.6	131.7			
26 PW		s 9.50		450.4		BASALT 7.7	126.1		s 3.50	
32 PY		s 10.30		458.1	D	MT. MONTGOMERY 8.6	118.4		s 3.20	
20 PW		s 11.10		466.7		QUEEN 2.1	109.8		s 2.35	
				468.8		STATE LINE 7.2	107.7			
32 P		s 11.42AM		476.0	D	BENTON 11.0	100.5		s 2.05	
15 YPW		f 12.20PM		487.0		HAMMIL 2.4	89.5		f 1.30	
		f		489.4		DEHY (Spur) 1.9	87.1		f	
		f 12.30		491.3		SHEALY (Spur) 7.8	85.2		f 1.15	
21 P		f 12.55		499.1		CHALFANT 7.7	77.4		f 12.55	
61 PFTW	2.00PM	s 1.20PM		506.8	DR	**LAWS** 2.8	69.7		12.30PM	s 11.45AM
	f 2.15			509.6		POLITA (No Siding) 2.1	66.9			f 11.36
7	f 2.25			511.7		BIGELOW 4.4	64.8			f 11.30
11	f 2.37			516.1		BLACK CANYON 6.6	60.4			f 11.20
19 P	f 3.00			522.7	D	ZURICH 2.8	53.8			s 11.00
12	s 3.07			525.5		MONOLA 3.9	51.0			f 10.44
6	f 3.20			529.4		ELNA 6.8	47.1			f 10.35
21 PW	f 3.42			536.2		ABERDEEN 14.1	40.3			f 10.20
21 PW	s 4.25			550.3	D	KEARSARGE 4.9	26.2			s 9.50
11	f 4.40			555.2		MANZANAR 4.6	21.3			f 9.35
54 TP	s 5.10			559.8	D	**OWENYO** 3.9	16.7			9.20 s 8.40
20 P	f 5.25			563.7		MT. WHITNEY 5.0	12.8			f 8.30
	f			568.7		ALICO (Spur) 1.4	7.8			f
				570.1		DODON (Spur) 1.3	6.5			
	f			571.4		MOCK (Spur) 0.8	5.1			f
11	f 5.55			572.2		TRAMWAY 4.3	4.3			f 7.45
50 WY	s 6.10PM			576.5	DR	**KEELER**	0.0			7.30AM
	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily			(159.5)		Leave Daily	Leave Tues., Thur. Sat.	Leave Daily
	(4.10) 16.72	(5.50) 15.39	(0.30) 18.00			………… Time over District ………… ………… Average Speed per Hour …………		(0.30) 18.00	(5.45) 15.61	(4.15) 16.40

Westward Trains are Superior to Trains of the Same Class in Opposite Direction.

FROM SAN FRANCISCO—Mina Sub Division—TOWARD SAN FRANCISCO

Eastward — **Nevada & California Branch** — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 190 Mixed Leave Daily	Distance From San Francisco		Time Table No. 21 June 1, 1921. STATIONS	Distance From Churchill	THIRD CLASS 189 Mixed Arrive Daily
Yard PT	10.45AM	342.4	DR	**MOUND HOUSE** 3.4	26.0	s 5.00PM
		339.0		GOLDY (Spur) 2.6	22.6	
20 W	s 11.15AM	336.4	D	DAYTON 2.3	20.0	s 4.35
		334.1		RANDALL (Spur) 3.9	17.7	
	f	330.2		CANTY (Spur) 2.8	13.8	f
	f	327.4		SPUR A (Spur) 2.6	11.0	f
	f 12.01PM	324.8		CLIFTON (Spur 2.5	8.4	f 3.50
	f	322.3		LYON (Spur) 1.6	5.9	f
	f	320.7		TUGELA (Spur) 4.3	4.3	f
71 PFY	s 12.35PM	316.4	DR	**CHURCHILL**	0.0	3.15PM
	Arrive Daily			(26.0)		Leave Daily
	(1.50)			Time Over District		(1.45)
	14.18			Average Speed per Hour		14.82

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — **Candelaria Spur (Narrow Gauge)** — Westward

				Distance from Filben	Time Table No. 21 June 1, 1921.	Distance from Candelaria				
Y				0.0	**FILBEN** 5.5	5.5				
P				5.5	**CANDELARIA**	0.0				

FROM SAN FRANCISCO — Sparks Sub-Division — TOWARD SAN FRANCISCO

Eastward — **Fallon Branch** — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 204 Motor Leave Daily	202 Mixed Leave Daily	206 Motor Leave Daily	Distance from San Francisco		Time Table No. 21 June 1, 1921. STATIONS	Distance from Fallon	THIRD CLASS 203 Motor Arrive Daily	201 Mixed Arrive Daily	205 Motor Arrive Daily
161 PTFWY	5.40PM	10.43AM	6.00AM	288.1	DNR	**HAZEN** 5.4	15.8	s 8.10AM	s 5.17PM	s 7.35PM
59	f 5.58	f 11.05	f 6.20	293.5		MAHALA 4.6	10.4	f 7.50	f 4.55	f 7.19
61	f 6.12	f 11.25	f 6.35	298.1		MIRAGE 5.8	5.8	f 7.35	f 4.35	f 7.05
Yard PWY	s 6.30PM	s 11.45AM	s 6.55AM	303.9	DR	**FALLON**	0.0	7.15AM	4.15PM	6.45PM
	Arrive Daily	Arrive Daily	Arrive Daily			(15.8)		Leave Daily	Leave Daily	Leave Daily
	(0.50)	(1.02)	(0.55)			Time Over District		(0.55)	(1.02)	(0.50)
	18.96	15.00	17.23			Average Speed per Hour		17.23	15.00	18.96

FROM SAN FRANCISCO — TOWARD SAN FRANCISCO

Eastward — **Susanville Sub-Division** — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 198 Freight Leave Daily Ex. Sunday	184 Local Freight Leaves Sun., Tues., Thurs.	FIRST CLASS 28 Sparks-Westwood Passenger Leave Daily	Distance from San Francisco		Time Table No. 21 June 1, 1921. STATIONS	Distance from Westwood	FIRST CLASS 27 Westwood-Sparks Passenger Arrive Daily	SECOND CLASS 183 Local Freight Arrive Mon., Wed., Fri.	THIRD CLASS 197 Freight Arrive Daily Ex. Sunday
244 PY		10.30PM	9.40AM	276.1	DNR	**FERNLEY** 2.0	135.2	s 6.40PM	11.30PM	
W		10.45	s 9.48	278.1	D	WADSWORTH 3.1	133.2	s 6.30	11.15	
63 Y		11.00	f 9.54	281.2		DODGE 9.3	130.1	f 6.24	11.00	
64		11.25	f 10.11	290.5		NUMANA 5.0	120.8	f 6.07	10.28	
22		11.38	f 10.20	295.5		LIBBY 3.9	115.8	f 5.57	10.08	
66		11.48PM	f 10.27	299.4		HESLIP 5.4	111.9	f 5.50	9.52	
		12.05AM		304.8		ROMOLO (Spur) 3.4	106.5	f 5.40	9.30	
97 W		12.20	f 10.42	308.2		SUTCLIFFE 8.4	103.1	f 5.34	9.15	
65		12.54	f 10.59	316.6		BRISTOL 5.2	94.7	f 5.17	8.41	
34 W		1.15	f 11.10	321.8		BIG CANYON 4.3	89.5	f 5.07	8.20	
64		1.23	f 11.19	326.1		ZENOBIA 6.7	85.2	f 4.53	8.03	
65		2.00	f 11.32	332.8		ASTOR 2.8	78.5	f 4.45	7.35	
64		2.10	f 11.37	335.6		EASTON 0.8	75.7	f 4.35	7.23	
I		2.15	f 11.39	336.4	D	**FLANIGAN** W. P. Crossing 8.8	74.9	f 4.30	7.20	
88		2.50	f 11.55AM	345.2		STACY 9.6	66.1	f 4.23	6.45	
109		3.30	f 12.12PM	354.8		AMEDEE 3.9	56.5	f 4.07	6.05	
76 PW		4.15	s 12.25	358.7	D	**WENDEL** N. C. O. Crossing 2.9	52.6	s 4.00	5.30	
			f	361.6		ANTOLA (No Siding) 5.5	49.7			
128		5.00	s 12.45	367.1	D	LITCHFIELD 7.8	44.2	s 3.37	5.00	
138		5.37	f 1.00	374.9		LEAVITT 4.8	36.4	f 3.17	4.30	
				379.7		GEIGER (Spur) 1.7	31.6			
Yard PYFW	7.00AM	6.00AM	1.10	381.4		SUSANYARD 0.5	29.9	3.05	4.00PM	12.40PM
20 P	7.05		s 1.20	381.9	DR	**SUSANVILLE** 8.2	29.4	s 3.00		12.35
69	7.45		f 1.45	390.1		BUNNEL 4.7	21.2	f 2.30		12.01PM
64 W	8.08		f 2.10	394.8		GOUMAZ 5.3	16.5	f 2.10		11.42AM
71 Y	8.35		f 2.30	400.1		WESTWOOD JCT. 6.5	11.2	f 1.55		11.20
64	9.05		f 2.45	406.6		FACHT 3.5	4.7	f 1.42		10.50
65	9.25		f 2.55	410.1		CONMAN 1.2	1.2	f 1.33		10.35
Yard PWY	9.30AM		s 3.00PM	411.3	DR	**WESTWOOD**	0.0	1.30PM		10.30AM
	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily			(135.2)		Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday
	(2.30)	(7.30)	(5.10)			Time Over District		(5.10)	(7.30)	(2.10)
	11.96	14.02	26.17			Average Speed per Hour		26.17	14.02	13.80

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

SPECIAL INSTRUCTIONS

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND AND THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sparks.
Hazen.
Imlay.
Mound House.
Carlin.
Wells.
Montello.
Ogden.
(Telegraph Office and Office of Roundhouse Foreman)
Mina.
Keeler.
Susanville.
Westwood.

WATCH INSPECTORS.

W. R. Adams	West of Imlay.
J. S. Lewis & Co.	Imlay and east.

BULLETIN BOARDS.

Sparks.
Hazen.
Imlay.
Carlin.
Wells.
Montello.
Ogden.
Mound House.
Mina.
Keeler.
Susanville.
Westwood.

CLEARANCES.

1. Rule 83-A will not apply at initial stations not a telegraph office or at initial stations where the office is closed for the day or night.

2. Trains must obtain clearance card (Form 2643) before leaving Hazen and Susanville, or Lucin on Promontory Branch.

REGISTERING.

3. Sparks Sub-Division trains Nos. 27, 28, 183 and 184 will register at Fernley.

4. At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

5. Westward trains will leave registering ticket, Form 2642, with operator at Lucin, who will register for them. Westward trains (except extras) will leave registering ticket, Form 2642, with operator at Rose Creek, who will register for them. Extra trains will not register at Rose Creek. Eastward trains will leave registering ticket, Form 2642, with operator Oreana, who will register for them. Eastward trains will not register at Lucin or Rose Creek except when run over westward track, and westward trains will not register at Oreana except when run over eastward track; but this does not relieve them from checking register at Rose Creek and Lucin when required by the rules. Trains required to register will stop and register when above offices are closed. No. 1, No. 2 and No. 9 will leave registering ticket (Form 2642) with operator Wells, who will register for them.

TRAIN AND AIR INSPECTION.

6. Running inspection must be made of all passenger equipment when pulling out of sidings, when passing to double track, Oreana and Lakeside, and to single track, Rose Creek, Engle and Weber Jct.

7. Eastward freight trains will approach under control and will stop at Ditho, Clark, Thisbe or Gilpin, Hawes or Apache and Tioga, and westward freight and mixed trains at Cluro, Beowawe or Ladoga, Bunnel, Litchfield and Elburz or Halleck for trainmen to examine their trains. Also at Fernley on freight and mixed trains originating at Hazen. All Eastward freights stop at either Lucin or Pigeon for inspection. Should train have reason to stop at Lucin, inspection may be made at that point. Otherwise it will be made at Pigeon. After a continuous run of thirty (30) miles, freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

Except where water stations are more than thirty miles and less than thirty-five miles apart, and when stop may be eliminated by running between water stations, this will be permissible. Distance of thirty-five miles in no instance to be exceeded.

Eastward trains stop at Queen and Hammil and westward trains stop at Basalt, Bellville and Tonopah Jct. 5 minutes for wheels to cool.

7-A. Engines running light on descending grades of over one and one-half (1½) per cent will make the same stops for inspection as are made by freight trains on such grades. These stops need not be of the same length as required of freight trains, but should be sufficiently long for enginemen to satisfy themselves that tires and machinery are all right. This practice will guard against slipping of tires on heavy grades.

8. In addition to tests at initial stations, air brakes on all trains must be tested from rear of trains after brake pipe has been separated from any cause, and must be tested from rear of train before leaving Mt. Montgomery and Westwood Junction and on all eastward freight trains at Valley Pass, and on westward freight trains at Moor.

9. On grade between Mound House and Dayton eighty (80) M's per operative brake will be the maximum load allowable on train. On grade between Tonopah Junction and Mt. Montgomery and between Queen and Mt. Montgomery maximum load will be forty (40) M's per operative brake. On grade between Moor and Wells, Valley Pass and Montello, Westwood Junction and Westwood and Westwood Junction and Susanville, maximum load allowable will be one hundred and fifty (150) M's per operative brake.

10. Freight and mixed trains must use retainers, Moor to Wells, and Valley Pass to Montello, Promontory to Blue Creek, Promontory to Lake, from (M-P 708) to Terrace, from (M-P 708) to Matlin, Wheaton Spur to two miles east of Susanville, Mt. Montgomery to Hammil, Mt. Montgomery to Tonopah Junction, Candelaria to Filben, Moundhouse to Dayton, Gartney Hill 45 cars or more. Retainers must be changed frequently by trainmen descending these grades to allow wheels to cool.

USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between Sparks and Ogden, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
When issuing an order Form "G," Example 3.
When giving any train right over all trains.
When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 251 is amended to read as follows: In transmitting train orders by telephone, the names of stations must be plainly pronounced, and then spelled letter by letter, thus: "Aurora, A-u-r-o-r-a"; all numerals must first be pronounced and then followed by spelling, thus: "1-0-5, O-n-e N-a-u-g-h-t F-i-v-e." The train dispatcher must write the order as he transmits it and underscore it as it is being repeated. The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders.

AUTOMATIC SIGNALS.

11. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On **SINGLE TRACK.** Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On **DOUBLE TRACK.** A train may proceed immediately, running under control not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

11-A. On **DOUBLE TRACK** when using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

11-C. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

11-D. When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

11-E. When a train which is to take siding at meeting or passing point, or is to enter terminal yard, finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

11-F. When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "Stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

11-G. When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

11-H. Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

12. Within block signal limits that portion of rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

SPECIAL RULES GOVERNING MOVEMENT OF SOUTHERN PACIFIC TRAINS OVER EUREKA NEVADA RAILWAY AT PALISADE.

Derails in Eureka Nevada Railway track on each side of points where Southern Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with semi-automatic signals on Southern Pacific Railroad.

Westward trains approaching crossing on east side of Tunnel 1 will be governed by distant signal No. 5263 at east end of Palisade siding and home INTERLOCKING signal No. 5255 located just east of the east crossing. Eastward trains will be governed by distant signal No. 5248 and home INTERLOCKING signal No. 5252, both west of west crossing, and home INTERLOCKING signal No. 5254, west of east crossing. Trains stopped by these interlocking home signals will not proceed until it has been ascertained that derails on Eureka Nevada Railway are set to derail trains and may then proceed, being governed by Rule 504.

Trains will not exceed ten (10) miles per hour over any crossing of the Eureka Nevada Railway.

LOCATION OF OVERHEAD STRUCTURES.

M. P.	Description	No.	Over	East of
249.84	Bridge	5	Truckee River	Vista
251.00	Bridge	6	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
269.44	Bridge	13	Truckee River	Derby
344.32	Overhead Crossing			Lovelock
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.15	Bridge	15	Humboldt River	Gerald
525.20	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
774.24	Bridge	1	Weber River	Reese
778.49	Bridge	2	Weber River	West Weber
460.56	Tunnel			Mt. Montgomery, N. & C. Br.
302.80	Bridge		Carson River	Fallon Branch
302.50	Bridge		Government Canal	Fallon Branch
277.90	Bridge		Truckee River	Fernley, Fernley-Lassen Br.
386.70	Tunnel	1		Susanville
387.00	Tunnel	2		Susanville
242.9	Transfer Track		Side	Reno
242.9	Buffalo Brewing Co.		Platform Side	Reno

SPEED RESTRICTIONS.

13. Speed of passenger trains must not exceed 50 miles per hour at any point.

14. Speed of freight and mixed trains must not exceed 35 miles per hour at any point.

15. Maximum speed of Consolidated and Mikado engines running light 35 miles per hour, Mogul engines 40 miles per hour, passenger engines 50 miles per hour and yard engines 20 miles per hour. Consolidated, Mikado, Mogul and 2-10-2 type engines when used on passenger trains must not exceed speed of 40 miles per hour. Maximum speed of any locomotive running backward will be on main line 20 miles per hour, on branch lines 15 miles per hour.

16. All trains will reduce speed to 10 miles per hour when using cross-overs or turnouts and move under control through interlocking plants.

17. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

18. When a train or a portion of a train takes siding it must pull into clear and not stop foul of the main track to allow the brakeman to get on after closing the switch.

21. Trains must run under control through tunnel three miles east of Mt. Montgomery and through tunnels 1 and 2 between Susanville and Bunnel.

23. Passenger and freight trains will observe speed as indicated on Slow Boards at different points.

24. Reduce speed to 15 miles per hour through Elko, Battle Mountain, Winnemucca and Lovelock.

25. Helper engines will not exceed 20 miles per hour Valley Pass to Montello or Moor to Wells.

27. Trains must reduce speed to 10 miles per hour between 21st and 28th Streets Ogden Yard.

28. When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed as nereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates “Proceed,” train may proceed, not exceeding 6 miles per hour for a distance of one-half mile, before resuming full speed.

29. On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

29-a. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour, or rate of speed specified by bulletins, train orders or slow boards.

29-b. When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop and be preceded by a flagman for a distance of at least one-half mile.

The following speed restrictions (unless otherwise specified) apply in both directions between the points named. The speed as indicated for freight trains also applies to mixed trains.

Between	Passenger Miles per Hour	Freight Miles per Hour
One mile West of Little Mountain and East Switch Promontory Point	30	20
West Switch Saline and East end Great Salt Lake Trestle	30	20
East end and West end Great Salt Lake Trestle	20	12
West end Great Salt Lake Trestle and Lakeside	30	20
West Switch Tioga and East Switch Cobre	40	20
Montello and West Switch Tioga	....	20
East Switch Cobre and Valley Pass	....	20
Tecoma and Lucin (on Eastward Track only)	40	20
West Switch Moor and Wells	40	20
Three Miles West of Tyrol and Palisade	35	25
Hazen and Mina	40	30
Churchill and Mound House	20	15
Fallon Branch	20	15
Mina and Tonopah Junction	40	30
Tonopah Junction and Queen	15	15
Queen and Hammil	25	25
Hammil and Chalfant	30	30
Chalfant and Bigelow	15	15
Bigelow and Keeler	30	30
Filben and Candelaria	15	15
Lucin and Kelton	20	20
Kelton and Corinne	25	25
Fernley and Susanville	40	30
Susanville and Westwood Junction	25	15
Westwood Junction and Westwood	35	20
All Tunnels (Main Line)	30	15

JUNCTION SWITCHES.

30. Switch at end of double track at Oreana will be set for westward track.

31. Switch at end of double track at Rose Creek will be set for westward track.

32. Switches at end of double track, Lakeside and Engle, will be set for westward track.

33. Switches at end of double track, Montello and Lucin, will be set for eastward track.

34. Switch at Cecil Junction will be set for westward track.

35. Switch at Weber Junction will be set for eastward track.

36. Switch at Tonopah Junction will be set for narrow gauge track.

37. Speed of trains entering or leaving double track, Lucin, will not exceed twenty (20) miles per hour through the crossover.

38. Marriott Spur from westward track no crossover.

MISCELLANEOUS.

39. Center trailing point siding at Rye Patch, Humboldt, Cosgrave, West Weber.

40. Trailing point cross-over (no siding) at Mill City.

41. When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train. If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in. Train dispatchers will see that this is done.

42. **Additional Communicating Signals:**

(j) oooooo When running increase train heat.

(k) ——— When running look back for hand signal.

44. **Passengers will not be carried on freight trains except persons in charge of live stock and employees holding passes endorsed, “Good on freight trains.”**

45. Enginemen will sound steam whistle, as provided in Rule 14 (L), approaching **tunnels, and where view is obstructed.**

47. **Attention of all employes is directed to list of overhead structures on Page 10 and trainmen are notified that it is dangerous to stand on high cars in passing through them.**

48. **Telephones are placed in some non-telegraph stations and cabooses to enable trainmen to get orders. When a train arrives at one of these stations expecting to meet or be passed by another train, the conductor must, unless the train is there, immediately call up the telegraph office and ascertain if any further orders. If so, conductor will receive and repeat orders in the same manner as an operator, and as provided in Rules 201 to 256 inclusive. The lowest copy must be deposited in box provided in booth for that purpose.**

49. **Engines on freight trains of 20 cars or over must in all cases be cut off before taking water and fuel, except on grades.**

50. **That part of third paragraph of Rule 221-A of “Rules and Regulations of the Transportation Department” reading, “But trainmen will re-light the signal,” is cancelled.**

51 **YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS:**

(a) **Montello**—Extend to a point 2700 feet west of west switch to a point 1800 feet east of east switch.

(b) **Wells**—Extend to a point 2000 feet west of west switch to a point 1600 feet east of east switch.

(c) **Carlin**—Extend to a point 2700 feet west of west switch to a point 2100 feet east of east switch.

(d) **Imlay**—Extend to a point 3500 feet west of west switch to a point 1900 feet east of east switch.

(e) **Hazen**—Extend to a point 2800 feet west of west switch on main line to a point 3300 feet east of east switch on main line to a point 3300 feet east of Jct. Switch of the Fallon Branch on the N. & C. Branch.

(f) **Sparks**—Extend to a point 1½ miles west of Reno to a point 2700 feet east of east switch at Sparks.

(g) **Susanville**—Extend to a point 1300 feet west of west switch to a point 1100 feet east of east switch.

(h) **Westwood**—Extend to a point 13,700 feet west of west switch at Westwood or 7800 feet west of west switch at Conman.

(i) **Fallon**—Extend to a point 1300 feet west of west switch.

(j) **Moundhouse**—Extend to a point 2100 feet west of west switch.

(k) **Mina**—Extend to a point 14,400 feet west of west switch, Mina, to a point 16,600 feet east of east switch, Mina.

(l) **Laws**—Extend to a point 3300 feet west of west switch to a point 3300 feet east of east switch.

(m) **Keeler**—Extend to a point 8200 feet west of west switch, Keeler, or (800 feet west of Soda Works Spur).

(n) **Owenyo**—Extend to a point 1300 feet west of west switch to a point 1300 feet east of east switch.

(o) **Wabuska**—Extend to a point 1300 feet west of west switch to a point 1300 feet east of east switch.

52. **First paragraph of Rule 92 will not apply to westward trains arriving Sparks and eastward and westward trains arriving Carlin.**

53. Rules 93 and D-93 are revised as follows:

Within yard limits the main track may be used, protecting against first-class trains. **ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL.**

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	All.
Dr. R. S. Joyce, Division Surgeon	Ogden, Utah	Ogden to Lucin.
Dr. J. R. Morrell, Assistant Surgeon	Ogden, Utah	Ogden to Lucin.
Dr. LeRoy Pugmire, Oculist and Aurist	Ogden, Utah	All.
Dr. Geo. M. Fister, Emergency Surgeon	Brigham City, Utah	
Dr. H. A. Paradis, District Surgeon	Montello, Nev	Lucin to Cobre.
Dr. A. C. Olmsted, District Surgeon	Wells, Nev	Cobre to Deeth.
Dr. A. J. Hood, District Surgeon	Elko, Nev	Deeth to Moleen.
Dr. M. J. Rand, Asst. District Surgeon	Elko, Nev	Halleck to Moleen.
Dr. W. D. Row, District Surgeon	Carlin, Nev	Moleen to Beowawe.
Dr. S. R. Clark, District Surgeon	Battle Mountain, Nev	Beowawe to Golconda.
Dr. Geo. F. Pope, District Surgeon	Winnemucca, Nev	Golconda to Cosgrave
Dr. John T. Beale, District Surgeon	Imlay, Nev	Cosgrave to Rye Patch.
Dr. E. K. Smith, District Surgeon	Lovelock, Nev	Rye Patch to Hazen.
Dr. L. R. Knorr, District Surgeon	Fernley, Nev.	Fernley
Dr. T. H. Harper, District Surgeon	Sparks, Nev	Hazen to Reno.
Dr. W. L. Kitzler, Assistant Surgeon	Sparks, Nev	Sparks to Reno.
Dr. M. R. Walker, District Surgeon	Reno, Nev	
Dr. John A. Fuller, Oculist and Aurist	Reno, Nev	Wadsworth.
Dr. E. A. Jackman, District Surgeon	Wadsworth, Nev	Fallon to Hazen.
Dr. Carl H. Lehners, District Surgeon	Fallon, Nev	
Dr. R. W. Garner, District Surgeon	Susanville, Cal	
Dr. M.W. Hollingsworth, District Surgeon	Westwood, Cal	
Dr. M. A. Williamson, District Surgeon	Lone Pine, Cal.	Keeler to Zurich.
Dr. R. J. Sewall, District Surgeon	Cartago, Cal	
Dr. C. E. Turner, District Surgeon	Bishop, Cal	Zurich to State Line.
Dr. D. A. Smith, District Surgeon	Mina, Nev	State Line to Hazen.

HOSPITALS

General Hospital, San Francisco, Cal.

Division Hospital, Dee Memorial Hospital, Ogden, Utah.

Emergency Hospitals, Sparks, Nev., Mina, Nev., Ogden, Utah.

RATING OF LOCOMOTIVES—SALT LAKE DIVISION.

In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	CLASSIFICATION	ENGINE NUMBERS		Boiler Pressure	Sparks and Imlay Imlay to Carlin Ogden to Montello	Montello and Carlin	Carlin to Imlay Montello to Ogden	Hazen and Tonopah Jct.	Churchill and Dayton	Dayton and Mound House	Mina and Keeler Narrow Gauge	Fernley and Susanville		Susanville to Westwood	Westwood to Susanville
												Single	Helper		
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	Superheated	200	3455	1550	3910								
M-6	M-63 21/28 144	1725 to 1769, 1780 to 1803	Saturated	195	3380	1520	3820					2500	4270	935	1755
T-18	T-57 18/24 72	2004, 2006		150	1815	795	2105	1000	1400	400					
T-9	T-57 18/24 83	2156 to 2169, 2171 to 2173		160	1945	860	2245								
T-2	T-63 19/24 105	2221 to 2234		160	1910	830	2210								
T-1	T-63 20/26 112	2235 to 2273		180	2680	1190	2970	1500	2100	600		1900	3380	715	1330
P-5	P-77 22/28 141-S	2438 to 2452		200	3155	1310	3545								
P-8	P-73 25/30 180-S	2461 to 2475		200	3980	1710	4580								
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2857	Superheated	210	4300	1965	4875					3130	5470	1180	2195
C-8	C-57 22/30 192-S	2698 to 2751													
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830	Saturated	200	4120	1890	4675					3000	5135	1145	2110
C-8	C-57 22/30 185	2698 to 2751													
MK-2	MK-57 23¾/30 206-S	3200 to 3215		210	5020	2290	5690								
MK-4	MK-57 23¾/30 206-S	3216 to 3235		200	4755	2165	5390								
	E-44 14/18 32	4 to 10									105				
	M-44 14/18 42	11 to 12									125				
	T-48 16/20 56	14 to 17									180				
Allowance for Empty and Under-loaded Cars	Less than 40 M's				6	3	6	3	3	3					
	40 to 50 M's				3	0	3	0	0	0					
	More than 50 M's				0	0	0	0	0	0					

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All Locomotives, with the following exceptions are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
P-8	2461 to 2475	55	
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for the information of engineers, and must not be construed in any way to authorize exceeding speed limits specified in speed restriction table.

TONNAGE OF PASSENGER CARS

	Wood Lbs.	Steel Lbs.	Steel Under-frame Lbs.
Baggage	79,000	90,000	
Baggage (Dynamo)		105,000	
Baggage and Mail 60 ft.		90,000	
Baggage and Mail 69 ft.	77,000	121,000	93,000
Baggage and Passenger	61,000		
Buffet		130,000	122,000
Buffet (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000	145,000	131,000
Postal (40 feet)		77,000	
Postal (60 feet)		110,000	
Pullman Observation	124,500	151,000	127,000
Pullman Parlor	115,000	146,000	
Pullman Standard Sleepers	125,000	153,000	145,000
Pullman Tourist Sleepers	94,000		133,000
Tea and Silk	48,000		

MILEAGE.

MAIN LINE.

M. P. 238.8 West of Reno to Ogden, via Lucin Cut-off.... C. P. Ry.		542.50	
M. P. 238.8 West of Reno to Ogden, 2nd Track		89.97	
			632.47

BRANCHES.

Candelaria	C. P. Ry.	Filben to Candelaria	5.51	
Fallon	C. P. Ry.	Hazen to Fallon	15.92	
*Malad Valley (O. S. L. R. R.)	C. P. Ry.	Corinne Jct. to Brigham	3.98	
Metropolis Branch	C. P. Ry.	Tulasco to Metropolis	7.89	
Mina	C. P. Ry.	Hazen to Keeler	288.66	
Moundhouse	C. P. Ry.	Churchill to Moundhouse	26.27	
Promontory	C. P. Ry.	Lucin to Cecil Jct.	145.96	
Fernley	C. P. Ry.	Fernley to Westwood	136.60	
Total Branches				630.79
Total Salt Lake Division				1,263.26

*Track used jointly with O. S. L.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6	27	2.13	40	1.30
12	5	28	2.8	41	1.27
15	4	29	2.5	42	1.25
16	3.45	30	2	43	1.23
17	3.31	31	1.56	44	1.21
18	3.20	32	1.52	45	1.20
19	3.9	33	1.49	46	1.18
20	3	34	1.45	47	1.16
21	2.51	35	1.42	48	1.15
22	2.43	36	1.40	49	1.13
23	2.36	37	1.37	50	1.12
24	2.30				

DISPATCHERS

Carlin and Montello Sub-Divisions.

W. M. Johnson, Chief Train Dispatcher...........Ogden
J. E. Vail, Asst. Chief Train Dispatcher ...."
M. R. Woodward, Train Dispatcher..............."
C. O'Laughlin, " " ...."
F. M. Kelly, " " ...."
I. S. Ruth, " " ...."
P. F. Grogger, " " ...."
K. W. Jones, " " ...."
O. T. Alexander, " " ...."
H. D. Jones, " " ...."

W. J. Toy, Road Foreman of Engines........Ogden, Utah
(Montello and Carlin Sub-Divisions.)

James Davis, Road Foreman of Engines ....Sparks, Nev.
(Imlay, Sparks, Susanville and Mina Sub-Divisions.)

J. W. McCARTY,
Examiner,
Ogden, Utah.

DISPATCHERS

Sparks, Imlay, Mina and Susanville Sub-Divisions.

R. E. Beach, Chief Train Dispatcher.............Sparks
H. G. Valleau, Assistant Chief Train Dispatcher.. "
H. F. McDonald, Train Dispatcher..............."
A. R. Ludwig, " " ...."
G. McNabney, " " ...."
L. Norris, " " ...."
A. L. Bails, " " ...."
G. E. Payne, " " ...."
F. A. Farnsworth, " " ...."
L. L. Prince, " " ...."
R. H. Chapman, " " ....

W. H. McBEAN,
Trainmaster,
Ogden, Utah.

B. D. RICHART,
Trainmaster,
Carlin, Nev.

W. S. JOY,
Trainmaster,
Sparks, Nev.

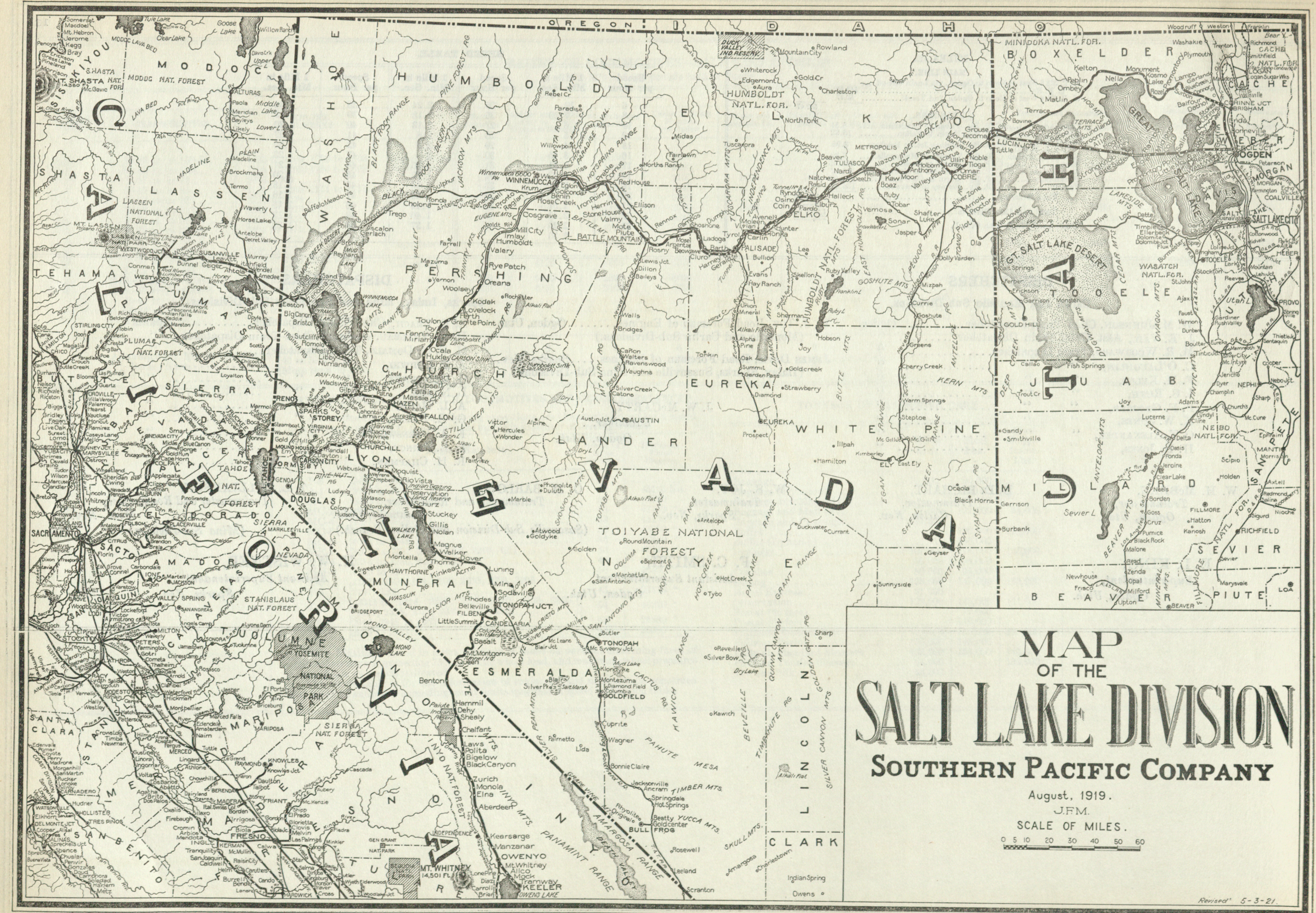
O. M. BARLOW,
Trainmaster and Roadmaster,
Susanville, Calif.
(Susanville Sub-Division and Fallon Branch.)

T. L. WILLIAMSON,
Trainmaster and Roadmaster,
Mina, Nev.
(Mina Sub-Division)

E. L. KING,
Superintendent,
Ogden, Utah.

F. C. SMITH,
Assistant Superintendent,
Ogden, Utah.

H. W. WISTNER,
Assistant Superintendent,
Sparks, Nev.



OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
SISKIYOU
MODOC
SHASTA
LASSEN
TEHAMA
PLUMAS
BUTTE
SIERRA
NEVADA
PLACER
EL DORADO
AMADOR
SACTO
SAN JOAQUIN
CALAVERAS
TUOLUMNE
STANISLAUS
MARIPOSA
MERCED
MADERA
FRESNO
TULARE
INYO
MONO
SANTA CLARA
SAN BENITO
WASHOE
HUMBOLDT
ELKO
PERSHING
CHURCHILL
LANDER
EUREKA
WHITE PINE
STOREY
ORMSBY
LYON
DOUGLAS
MINERAL
ESMERALDA
NYE
LINCOLN
CLARK
BOXELDER
CACHE
WEBER
MORGAN
DAVIS
SALT LAKE
TOOELE
UTAH
JUAB
MILLARD
SEVIER
BEAVER
PIUTE
SANPETE
GREAT SALT LAKE
GT. SALT LAKE DESERT
TOIYABE NATIONAL FOREST
HUMBOLDT NATL. FOR.
YOSEMITE NATIONAL PARK
MT. SHASTA
MT. LASSEN
MT. WHITNEY 14,501 FT.
SACRAMENTO
RENO
SPARKS
CARSON CITY
WINNEMUCCA
ELKO
OGDEN
SALT LAKE CITY
TONOPAH
GOLDFIELD
FALLON
HAZEN
FERNLEY
LOVELOCK
BATTLE MOUNTAIN
PALISADE
EUREKA
AUSTIN
LUCIN JCT.
PROVO
STOCKTON
FRESNO
KEELER
OWENS LAKE
MONO LAKE
TAHOE
PYRAMID LAKE
WALKER LAKE
SEVIER L.
UTAH L.
DEATH VALLEY
AMARGOSA RANGE
PANAMINT RANGE

MAP
OF THE
SALT LAKE DIVISION
SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES.

0 5 10 20 30 40 50 60

Revised 5-3-21.